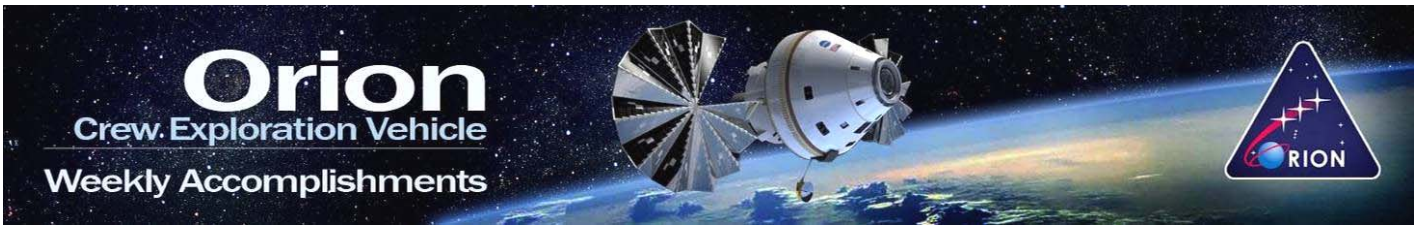



Week ending June 20, 2009

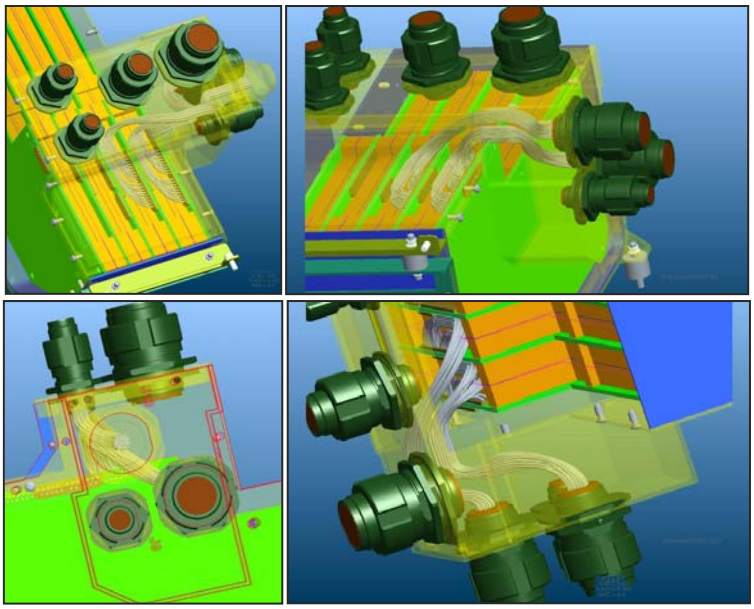
**The Attitude Control Motor (ACM) Demonstrator Motor-1 actuators were received, accepted and is ready for valve integration**. The propellant grain machining, cold soak and X-ray are complete and ready for motor integration. The nozzle assemblies, cold gas instrumented valve, pintle guide acceptance test procedure and battery hazard analysis report are complete and were shipped. The actuators were received, accepted and are ready for valve integration.

**The Attitude Control Motor Pad Abort 1 (PA1) propellant grain machining is complete.** Valve body proof and ACM DM-2 actuators testing is in progress. Vibration testing was performed with a frequency split to improve the table control and was held within the test limits (versus PA1 actuator vibration testing).

**The Launch Abort System PA1 integration is proceeding on track at White Sands Missile Range**. The team completed the receiving inspection of the Jettison Motor (JM) and Abort Motor (AM) and rotated the Adapter Cone down into the horizontal orientation for inspections of the instrumentation. The installation of the "click-bonds" on the AM and JM motor domes was complete to ready the motors for installation of ordnance. The remaining click-bond locations (on the raceways) have been marked for later installation.

**The PA1 crew module teardown of the ground vibration test setup and post test inspection is complete (Photo right).** The Adapter Cone and Forward Bay Cover were removed and the Crew Exploration Vehicle Parachute Assembly System (CPAS) de-integration is in work.

**Production continues at the Michoud Assembly Facility with the first of two Ground Test Article (GTA) one window panels fabricated with no warping.**



**The Low Impact Docking System Mechanical and Electrical Design Team completed the preliminary routing of all (CEV, Linear Actuators, Magnets, Umbilical Power and Data) cables.** The routing of load cells, magnets and limit switches for the soft capture system was defined in order for a wide physical separation to be maintained between System A and B. The preliminary sketch of this routing was delivered to the load ring designer to incorporate a routing path from all electronic components to the linear actuators as the bridge down to the HCS and Electronics Boxes (Photo left).

**The thermal environment testing of the Crew Exploration Vehicle Parachute Assembly System (CPAS) pilot and drogue mortars at the Energy Systems Test Area (ESTA) at the Johnson Space Center is complete.**
Both assemblies were sent to Dryden Flight Research Center for the completion of the vibration environment testing. Shown is the buildup of the Pilot Mortar Assembly below.